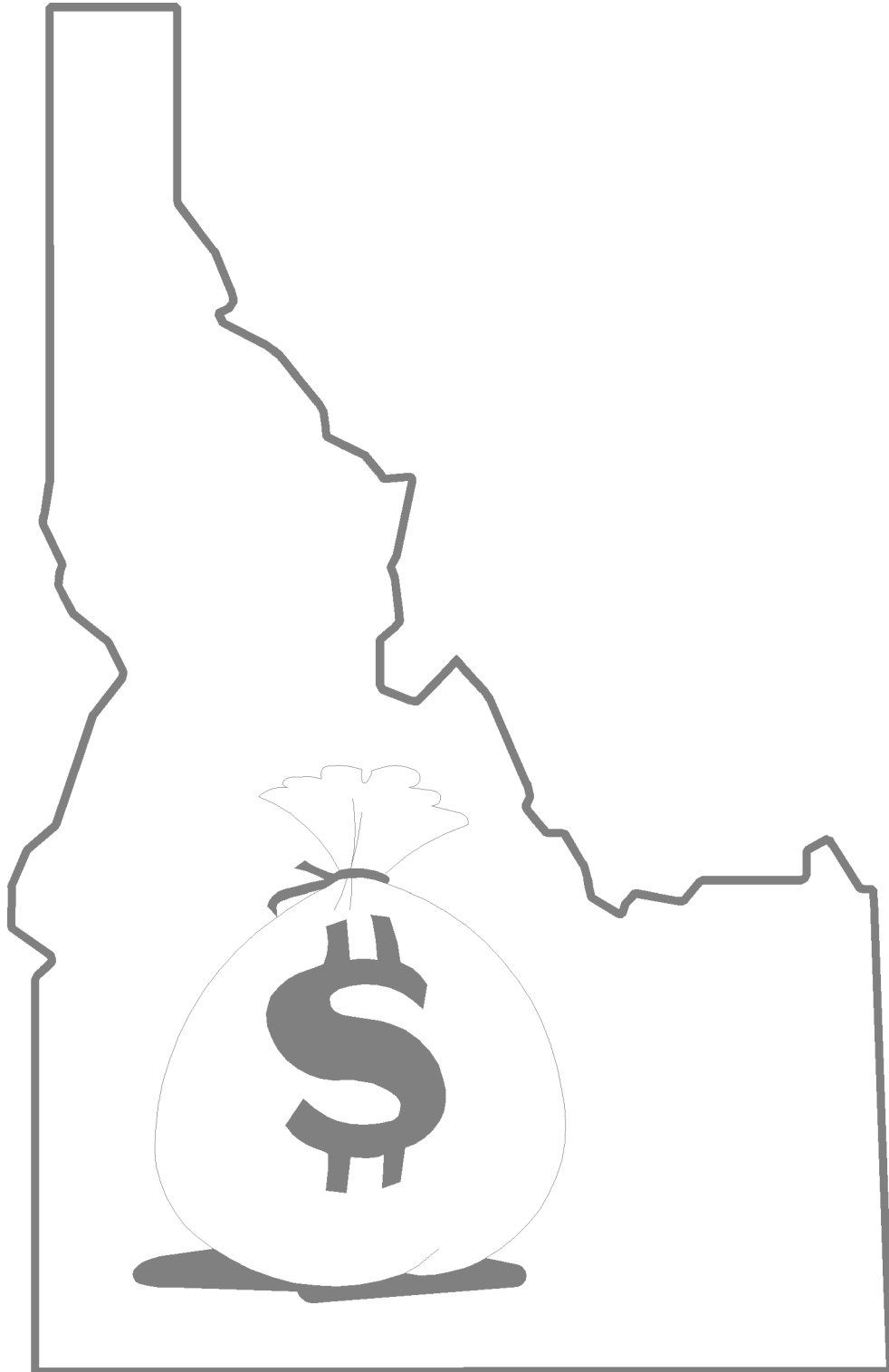


# ***Funding***



# Transportation Funding Overview

## Federal-aid Funds

Federal funds administered by the Idaho Transportation Department are received from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Aviation Administration (FAA), and the National Highway Traffic Safety Administration (NHTSA). Federal-aid projects generally require state or local matching funds of approximately 7-20%. Additional information can be found at the Federal Highway Administration's web site [www.fhwa.dot.gov/tea21/factsheets/index.htm](http://www.fhwa.dot.gov/tea21/factsheets/index.htm) or [www.fhwa.dot.gov/programadmin/covert21.htm](http://www.fhwa.dot.gov/programadmin/covert21.htm).

### FEDERAL HIGHWAY ADMINISTRATION FUNDS

**Bridge State, Local, and Off-System** funds are for the replacement or rehabilitation of bridges at least 20-feet long and have a qualifying "sufficiency rating," generally 50 or lower. The Idaho Transportation Board makes thirty-five percent of the Bridge funds available for use on non-State Highway System bridges.

**Congestion Mitigation and Air Quality Improvement (CMAQ)** funds are for transportation programs and projects that will contribute to the attainment of a National Ambient Air Quality Standard. The primary purpose of Idaho's CMAQ Program is to fund projects, planning, and programs in air quality non-attainment and maintenance areas, as well as areas of concern for ozone (O<sub>3</sub>), carbon monoxide (CO), and particulate matter (PM) which reduce transportation-related emissions. Geographic areas of concern will be identified in cooperation with the Idaho Division of Environmental Quality (IDEQ) as having identified air quality problems or the potential for air quality problems.

**Forest Highway** funds are administered by the Western Federal Lands Highways Division. They are for improvements on any federal, state, or local roadway designated as a forest highway and serving a national forest.

**Indian Reservation Roads** funds are administered by the Bureau of Indian Affairs. They are for the maintenance, rehabilitation, or reconstruction of reservation roads and bridges.

**Interstate Maintenance** funds are for resurfacing, restoring, rehabilitating, or reconstructing the Interstate highway system. Adding capacity to the existing system may not be funded under this program except for high-occupancy vehicle lanes or auxiliary lanes such as truck-climbing lanes.

**Metropolitan Planning** funds are allocated to the state and distributed to metropolitan planning organizations for transportation planning.

**National Highway System** funds are for the reconstruction or rehabilitation of roadways on the congressionally designated National Highway System. This system includes the Interstates and most of Idaho's major U.S. and state highways.

*Transportation Funding Overview*

**Recreational Trails** funds are administered by the Idaho Department of Parks and Recreation. They are for the development and maintenance of motorized and nonmotorized recreational trails.

**State Planning and Research** funds are allocated to the state and used to perform statewide transportation planning.

**Surface Transportation Program (STP)—Enhancement** funds are available to fund eligible enhancement activities under Idaho's three primary category of "enhancement" projects—(1) bicycle and pedestrian, (2) historic, and (3) scenic and environmental. Projects must be related to the surface transportation system.

**Surface Transportation Program (STP)—Hazard Elimination / Rail Safety** funds are for safety projects to reduce accidents at identified hazardous locations and for bicycle and pedestrian safety improvements, including on-road facilities, public trails, and traffic calming activities, or for projects that improve motorist protection at railroad crossings. These funds are available for any state or local public road. Projects are selected for funding based upon a safety benefit—cost ratio or by statewide railroad priority ranking.

**Surface Transportation Program (STP)—Local Rural** funds are for projects in rural areas, and in cities with populations below 5,000. They are primarily used for reconstruction or rehabilitation of roadways functionally classified as rural major collectors or higher. These funds may also be used for planning, enhancement, transit, bridge, or safety activities. The Local Highway Technical Assistance Council (LHTAC) assists ITD in the administration of this federal program.

**Surface Transportation Program (STP)—Local Urban** funds are for projects in urban areas between 5,000 and 200,000 population. They are primarily used for reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or higher. These funds may also be used for planning, enhancement, transit, bridge, or safety activities. The Local Highway Technical Assistance Council (LHTAC) and Idaho's metropolitan planning organizations assist ITD in the administration of this federal program.

**Surface Transportation Program (STP)—Transportation Management Area (TMA)** funds are for state and local projects in urban areas of 200,000 or greater population. They are primarily used for reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or higher. These funds may also be used for planning, enhancement, transit, bridge, or safety activities. Administration is accomplished through a partnership between ITD and the metropolitan planning organization within the TMA.

**Surface Transportation Program (STP)—State** funds primarily provide funding for reconstruction or rehabilitation of roadways on the State Highway System (Interstate, U.S., and State routes). These funds may also be used for planning, enhancement, transit, bridge, or safety activities.

**Surface Transportation Research Program** funds are used to support research, technology development, and technology transfer.

## **DISCRETIONARY FEDERAL-AID FUNDS — Awarded by the U.S Department of Transportation or Congress**

**Borders and Corridors** funds are for planning, constructing, or operating projects in international border states and nationally recognized high-priority corridors.

**Bridge Discretionary** funds are for the replacement or rehabilitation of bridges located on federal-aid highways. Projects must exceed \$10 million.

**Demonstration (ISTEA) or High Priority (TEA-21)** funds are for U.S. Congress-designated projects. These funds cannot be used for any other purpose without congressional action.

**Interstate Maintenance Discretionary** funds are for resurfacing, restoring, rehabilitating and reconstructing (including adding lanes) on the Interstate highway system. Projects must be more than \$10 million and on a high-volume urban route or a rural route with high truck volume.

**Public Lands Highways** funds are available for any kind of transportation project eligible for assistance under Title 23, United States Code that is within, adjacent to, or provides access to public lands. These highways may be under federal, state, or local jurisdiction.

**Scenic Byways** funds are for highways that have been designated as a national or state scenic, historic, or back-county byway.

## **NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)**

**NHTSA** highway safety grant funds are administered by the ITD Office of Highway Safety and the Idaho Traffic Safety Commission to fund statewide and local safety projects that address Idaho's eight most critical traffic-safety problems.

## **FEDERAL TRANSIT ADMINISTRATION FUNDS**

**Discretionary Capital Program** (49 U.S.C. 5309) funds are allocated directly by Congress to state and local public agencies for eligible transit capital projects.

**Elderly and Persons with Disabilities Program** (49 U.S.C. 5310) funds are allocated to the state and distributed based on elderly and persons with disabilities in the state. Funds may be used only for capital purchases or to purchase services that directly benefit the elderly or persons with disabilities.

**Intercity Bus Service** (49 U.S.C. 5311(f)) funds are allocated to the state, to be used to provide fixed-route connections with a larger regional or national system of intercity bus service. Funds may be used for administration, operations, planning, and capital costs to provide links between rural areas and regional centers.

**Job Access and Reverse Commute Program** funds were authorized in TEA-21 (1998) to provide transportation in partnership with the welfare-to-work initiatives around the country.

**Metropolitan Planning** (49 U.S.C. 5303) funds are allocated to the state and distributed to the metropolitan planning organizations for transit planning. FTA funds are combined with FHWA funds in a Consolidated Planning Grant to develop multimodal transportation plans for the urbanized area.

**Rural Area Formula Program** (49 U.S.C. 5311) funds are allocated to the state and distributed to meet the needs identified in small cities (pop. under 50,000) and rural areas. Funds may be used for administration, operations, capital and planning costs associated with providing services to the general public.

**Rural Transit Assistance Programs** (49 U.S.C. 5311(b)(2)) funds are allocated to the state for transit research, technical assistance, training, and related support services to benefit Rural Transportation Providers. The state directly administers the program to provide training and technical support to those providers receiving Section 5311 funds.

**State Planning and Research** (49 U.S.C. 5313) funds are allocated to the state and used to perform statewide transit planning.

**Statewide Administration** (49 U.S.C. 5310 and 5311): The ITD Division of Public Transportation reserves funding to provide program administration and fulfill oversight responsibilities.

**Urbanized Area Formula Program** (49 U.S.C. 5307) funds are allocated by statutory formula directly to small urbanized areas (pop. of 50,000+; currently Coeur d'Alene, Nampa, Lewiston, Pocatello, and Idaho Falls ). Funds may be used for operations, capital, and planning to provide public transportation services to the urbanized area. Funds available in the large urbanized areas (pop. of 200,000+; currently Boise) may not be used for operations.

## **FEDERAL AVIATION ADMINISTRATION**

The Federal Aviation Administration (FAA) provides grant funds to 41 of Idaho's 121 public-use airports and the Idaho Division of Aeronautics for statewide planning. These funds are administered and distributed, for the most part, by the FAA with only advisory input from the State of Idaho. The FAA funds are passed directly to the recipient and do not pass through the Idaho Transportation Department. All funds are available through the Airport Improvement Program (AIP) and are distributed to airports based upon their type and level of activity. The FAA currently provides 90% of eligible project funds for airfield and support facilities and a smaller percentage for passenger-terminal facilities. The local airport and the State of Idaho are responsible to provide the remaining project match (10% match required). FAA funds are available to Idaho airports in two categories, generally by airport function:

- (1) Primary-service airports have regularly scheduled air service and enplane over 10,000 passengers annually (7 Idaho sites). These airports receive an annual passenger enplanement entitlement and are eligible for discretionary funds.

- (2) General-aviation airports provide service for small aircraft (34 Idaho sites). These airports and the State of Idaho receive funds from an annual state apportionment and occasionally are eligible for discretionary funds. A portion of these funds is identified annually as a nonprimary entitlement to select airports based upon the airport's development needs.

## **IDAHO AIRPORT AID PROGRAM (STATE FUNDS)**

**The Idaho Airport Aid Program (IAAP)** is a state-funded grant program that is administered by ITD's Division of Aeronautics. The IAAP provides grant funds to 71 of Idaho's 121 public-use airports. This program can be used to assist local governments with matching the federal funds or for airport improvements not eligible for federal assistance. The State IAAP funds are available to Idaho airports in three categories, generally by airport function:

- (1) Primary service airports receive a lump sum annual grant based upon the number of passengers enplaned annually. These funds are a 50%-50% match for eligible airport improvements, without regard to the level of FAA project funding.
- (2) General aviation airports that receive FAA-AIP funds are automatically eligible to receive IAAP funds to assist with the 10% match required of the airport sponsor. These grants provide up to 50% of the local match. These matching funds help insure that the available AIP funds will be used when available.
- (3) General aviation airports that are not eligible to receive federal funds are eligible to receive IAAP funds to assist with airport planning, development, and maintenance projects. The percent of match varies from 50% to 90% of the project costs based upon a statutory formula indexed to the community's population. Small rural airports receive a greater match of the project costs than the larger, more populated communities.

## **STATE FUNDS**

State-funded projects have no federal-aid participation and are primarily used to fund construction and maintenance on state highways.

**AVAILABLE FUNDING WITH MATCH vs. PROGRAMMED PROJECTS**  
**APPROVED FY 2004-2008 & PRELIMINARY DEVELOPMENT HIGHWAY DEVELOPMENT PROGRAM**  
Dollars in (\$000's)

	FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		Prel. Dev.	
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
Federal-aid w/ Match												
Interstate Maintenance <sup>1</sup>	43,225	36,095	41,064	53,934	38,903	67,772	36,742	43,293	34,580	28,882	34,580	122,472
National Highway <sup>1</sup>	58,347	79,747	55,429	81,743	52,512	58,451	49,595	62,799	46,677	66,435	46,677	249,408
STP-State / Minimum Guarantee <sup>1</sup>	56,272	34,551	53,279	9,345	50,475	32,661	47,671	40,882	44,867	25,293	44,867	120,985
Bridge <sup>1</sup>	8,977	14,053	8,528	12,982	8,079	8,172	7,630	6,583	7,181	12,129	7,181	13,217
<b>State System Programs</b>	<b>166,821</b>	<b>164,446</b>	<b>158,300</b>	<b>158,004</b>	<b>149,969</b>	<b>167,056</b>	<b>141,637</b>	<b>153,557</b>	<b>133,305</b>	<b>132,739</b>	<b>133,305</b>	<b>506,082</b>
Local: STP-Urban < 200k <sup>1</sup>	8,233	10,035	7,714	7,737	7,308	4,590	6,902	7,057	6,496	6,870	6,496	19,533
Local: STP-Urban > 200k <sup>1</sup>	5,181	5,086	4,857	8,121	4,601	6,437	4,346	4,996	4,090	4,640	4,090	8,094
STP-Rural <sup>1</sup>	7,769	7,649	6,334	6,236	6,000	4,768	5,667	5,464	5,334	1,266	5,334	11,673
Bridge, Local <sup>1</sup>	2,788	2,782	2,624	1,977	2,486	1,189	2,348	1,912	2,210	665	2,210	205
Bridge, Off System <sup>1</sup>	2,091	4,332	1,968	2,611	1,864	3,346	1,761	1,467	1,657	2,294	1,657	1,009
<b>Local System Programs</b>	<b>26,063</b>	<b>29,884</b>	<b>23,497</b>	<b>26,682</b>	<b>22,260</b>	<b>20,330</b>	<b>21,023</b>	<b>20,896</b>	<b>19,787</b>	<b>15,735</b>	<b>19,787</b>	<b>40,514</b>
Statewide: STP-Safety <sup>1</sup>	1,762	2,795	1,674	3,830	1,586	2,050	-	-	-	-	-	1,430
STP-Rail <sup>1</sup>	1,588	1,784	1,509	1,198	1,429	1,899	-	-	-	-	-	165
STP-Enhancement	5,696	6,505	5,642	6,497	5,642	5,102	-	-	-	-	-	-
Congestion Mit. / Air Quality	4,444	5,488	4,444	4,580	4,444	-	-	-	-	-	-	-
<b>Statewide Programs</b>	<b>13,490</b>	<b>16,572</b>	<b>13,269</b>	<b>16,105</b>	<b>13,101</b>	<b>9,051</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,595</b>
Metro Planning	1,076	1,076	1,076	1,076	1,076	1,076	1,076	1,076	1,076	1,076	1,076	1,076
State Planning and Research	4,806	4,806	4,806	4,806	4,806	4,806	4,806	4,806	4,806	4,806	4,806	4,806
Recreational Trails	737	737	730	730	730	730	730	730	730	730	730	730
.08 Alcohol Incentive Program <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Full Use and Recreation</b>	<b>6,619</b>	<b>6,619</b>	<b>6,612</b>	<b>6,612</b>	<b>6,612</b>	<b>6,612</b>	<b>6,612</b>	<b>6,612</b>	<b>6,612</b>	<b>6,612</b>	<b>6,612</b>	<b>6,612</b>
<b>FEDERAL FORMULA TOTAL</b>	<b>212,993</b>	<b>217,521</b>	<b>201,678</b>	<b>207,403</b>	<b>191,942</b>	<b>203,049</b>	<b>169,272</b>	<b>181,065</b>	<b>159,704</b>	<b>155,086</b>	<b>159,704</b>	<b>554,803</b>
High Priority (TEA-21 1998)	45,185	45,185	2,908	2,908	520	520	5,586	5,586	117	117	-	-
High Priority (Post TEA-21) <sup>5</sup>	27,847	-	27,847	-	27,847	-	27,847	-	27,847	71,000	27,847	-
Emergency Relief <sup>3</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Demonstration (ISTEA 1991)	-	330	-	3,540	-	-	-	-	-	-	-	-
Forest Highways	15,736	20,250	12,305	12,000	12,305	13,650	12,305	13,750	12,305	13,550	12,305	4,150
Indian Reservation Roads	2,517	2,517	2,311	2,311	2,101	2,101	-	-	-	-	-	-
LTAP - T2	280	280	200	200	200	200	200	200	200	200	200	200
Other Federal Non-Formula	90	90	-	1,500	-	-	-	-	-	-	-	18,000
<b>Discretionary Programs <sup>4</sup></b>												
Public Lands Discretionary <sup>4</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Scenic Byways <sup>4</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Corridor to Border <sup>4</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Discretionary <sup>4</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Interstate Maintenance Discretionary <sup>4</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Federal Program Total</b>	<b>91,655</b>	<b>68,652</b>	<b>45,571</b>	<b>22,459</b>	<b>42,973</b>	<b>16,471</b>	<b>45,938</b>	<b>19,536</b>	<b>40,469</b>	<b>84,867</b>	<b>40,352</b>	<b>22,350</b>
State	29,717	54,821	32,000	58,085	32,000	56,535	32,000	57,920	-	-	-	-
Federal Indirect Cost Recovery	20,000	-	20,000	-	20,000	-	20,000	-	-	-	-	-
Local Participating	560	560	374	-	374	-	374	-	-	-	-	-
State Carryover	-	-	-	-	-	-	-	-	-	-	-	-
State Railroad Crossing	1,392	475	250	250	250	250	250	250	-	-	-	-
State Unallocated	2,000	675	2,000	-	2,000	-	2,000	-	-	-	-	-
<b>State Program Subtotal</b>	<b>53,669</b>	<b>56,531</b>	<b>54,624</b>	<b>58,335</b>	<b>54,624</b>	<b>56,785</b>	<b>54,624</b>	<b>58,170</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total All Programs</b>	<b>358,318</b>	<b>342,704</b>	<b>301,873</b>	<b>288,197</b>	<b>289,539</b>	<b>276,305</b>	<b>269,834</b>	<b>258,771</b>	<b>200,173</b>	<b>239,953</b>	<b>200,056</b>	<b>577,153</b>

<sup>1</sup> Discounted 5 % each year beginning in FY 2005 to allow for inflation in future Updates of the Program.

<sup>2</sup> Estimated funding level through TEA 21

<sup>3</sup> No Funding Requests Pending

<sup>4</sup> Funding requests will be submitted to a national competitive selection process for consideration.

<sup>5</sup> Assumes FY02 funding level may continue for projects designated under a new highway act.

Note: Breakdown of Construction (CE), Design (PE), and Right of Way acquisition (RW) is shown in the Highway Development Program FY2004 through FY2008.

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## AVAILABLE FUNDING & MATCH vs. PROGRAMMED PROJECTS

(Dollars in thousands)

### AERONAUTICS PROGRAM

FUNDING CATEGORY	FY 2004		FY 2005		FY 2006	
	Available	Programmed	Available	Programmed	Available	Programmed
Primary Service Airports	21,956	21,956	19,010	19,010	17,681	17,681
General Aviation Airports	9,111	9,111	9,111	9,111	9,111	9,111
System Planning	135	135	140	140	140	140
Other State Grants*	392	392	302	302	369	369
<b>Total Funding</b>	<b>31,594</b>	<b>31,594</b>	<b>28,563</b>	<b>28,563</b>	<b>27,301</b>	<b>27,301</b>

\*Total annual Idaho Airport Aid Program grants including those matching federal aid is \$ 641,000 for FY 2004 - 2006.

### PUBLIC TRANSPORTATION PROGRAM

FUNDING CATEGORY	FY 2004		FY 2005		FY 2006	
	Available	Programmed	Available	Programmed	Available	Programmed
49 USC 5303	270	270	290	290	310	310
49 USC 5309	4,513	4,513	0	0	0	0
49 USC 5310	520	520	565	565	610	610
49 USC 5311	2,024	2,024	2,226	2,226	2,448	2,448
49 USC 5313	68	68	73	73	78	78
<b>Total Funding</b>	<b>7,395</b>	<b>7,395</b>	<b>3,154</b>	<b>3,154</b>	<b>3,446</b>	<b>3,446</b>

49 USC 5303 (Metropolitan Planning)

49 USC 5309 (Discretionary funding requested from Congress. If approved, final costs will be determined by Congress.)

49 USC 5310 (Elderly and Persons with Disabilities)

49 USC 5311 (Nonurban Areas)

49 USC 5313 (State Planning and Research)



## ***Fiscal Constraint***

The “Available Funding vs. Programmed Projects” tables that are found in this section compare the annual total project costs programmed in each category of funding to the anticipated annual available funding for each category. The methodology for estimating available funds for the Highways, Aeronautics, and Public Transportation programs follows.

## ***Highway Funding Assumptions***

The Highway Development Program’s table entitled “Available Funding with Match vs. Programmed Projects” that is found in this section shows the estimated FY 2004 – 2008 apportionments for Idaho. Because actual funding is not known until after the beginning of each fiscal year, funding assumptions are made to allow continued development of projects. Upon notification of the final FY 2004 apportionments the highway program is adjusted as necessary to maintain fiscal constraint. Following is a comprehensive list of assumptions used to develop the highway funding levels.

### ***Federal-aid Funding Assumptions***

Federal-aid apportionments are based on the following assumptions:

- Program structure is based on TEA-21 funding structure. TEA-21 is active through FY 2003. FY 2004 through 2008 assumptions are based on estimated apportionment levels in the last year (FY 2003) of TEA-21.
- Obligation Authority is equal to the estimated apportionments throughout the life of TEA-21.
- The FY 2004-2008 Program does not include any year-end redistribution of Obligation Authority not used by other states.
- The FY 2004-2008 Program does not include any Revenue Aligned Budget Authority (RABA) due to adjustments in the funding available to the states should the highway revenues exceed the “firewall” established under TEA-21.
- The “Available with Match” amounts include the match and federal funds estimated to be available to program projects. These amounts are reduced 5% each year (FY 2005 and beyond) to allow for the estimated effects of inflation on project costs.

## ***State Funding Assumptions***

State Funded Program:

A base funding level of approximately \$34 million is estimated to be available for each fiscal year of the approved FY 2004 — 2007 State Highway Development Program. These estimates take into account projected state revenue, the reservation of funds for state match of federal aid, and other ITD needs.

## ***Aeronautics Funding Assumptions***

The Federal Aviation Administration-Airport Improvement Program and state Idaho Airport Aid Program are both grant programs funded by user taxes. The approval or disapproval of each grant application determines funding. Available funding levels are estimated on appropriation and authorization levels. Federal-aid airport grants are from the Federal Aviation Administration direct to the airport owner (city, county, or state) and do not pass through the Idaho Transportation Department. State funds provide grants for improvements not eligible for federal assistance in addition to assisting with matching funds for federal-aid grants.

## ***Public Transportation Funding Assumptions***

The Transportation Equity Act for the 21st Century (TEA-21) is the basic law under which all federal transportation programs are funded. These programs are administered by the Federal Transit Administration (FTA) through the Idaho Transportation Department's Division of Public Transportation.

The Public Transportation Program is a grant program. Historical funding trends are used to estimate the funds available through FY 2006. Discretionary project funding is based on the actual request submitted to Congress for the current year.